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FREE INDIA

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Tamil New Year Greetings to all our Patrons & Well-Wishes

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INDIAN RAILWAYS — A NEW ORIENTATION

125 YEARS OF INDIAN RAILWAYS — RAILWAY WEEK SPECIAL ISSUE.

By Prof. MADHU DANDAVATE

Minister for Railways

RAILWAYS have a unique role to play in our national life. They provide a relatively cheap and fast transportation for men and materials for raw stock and finished goods. The railways come into the picture at some stage or other to keep the wheels of the economy moving. It is thus rightly said that the Indian Railways are the live arteries of the economy of our country.

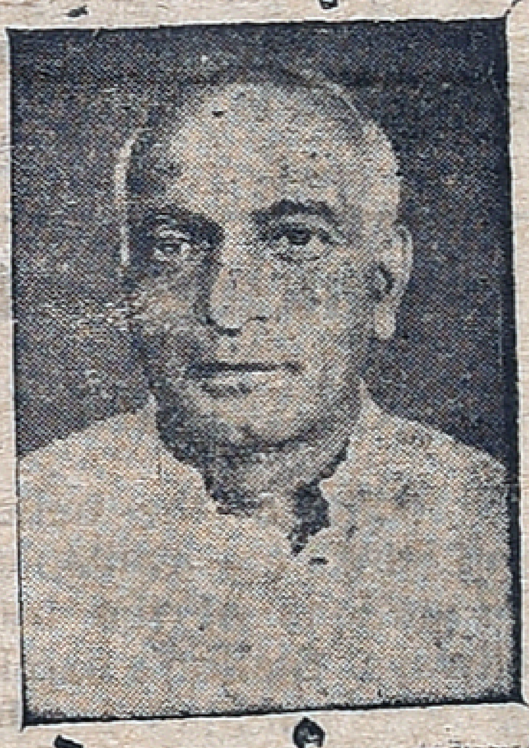
RECORD REALISATION

Let us look at the salient features of the Railways' performance since April last. An all-time record has been established in the tonnage moved during the ten months ending January 1978, compared to the corresponding period in any previous year. Equally important is the fact that the average distance for which a tonne of goods was carried increased by about 40 kms. from 671 to 711 kms. In terms of net tonne-kilometrage which correctly reflects the traffic output i.e. the tonnage of freight lifted and the distance for which it was carried, has been as much as 6.1 per cent over the corresponding period of the preceding year. In passenger traffic, the number at 2853.5 million in the ten months period of 1977-78 is 113 million more than in the same period of 1976-77.

In spite of increase in passenger traffic and the net tonne-kilometres of freight traffic, the working expenses have been brought down by better efficiency and tighter expenditure control.

PRODUCTION UNITS

The stupendous traffic activity of the Indian Railways is backed up by a network of factories and



Prof. MADHU DANDAVATE

workshops, producing engines of all sorts, fully furnished coaches, and other accessories, and constantly overhauling and repairing a vast number of rolling stock. In fact, the Railways are almost wholly self-sufficient in production and repair work and, indeed export some of the rolling stock. A very significant point which is not commonly known is that these production units have made so much advance that except for about 7 per cent of imported components, the entire designing and manufacture is indigenous. And so, we have come a long way from the time of Independence in 1947 when we were dependent on imports to the extent of no less than 60 per cent.

Our products from these units are gaining greater popularity both for their quality and price competitiveness in the world market. We have already established contact with a number of countries in other continents for cooperation in consultancy, designing, construction and supply of railway equipment.

WORKERS' WELFARE

Government were quick to recognise the good work done by the railwaymen and sanctioned Rs. 15 crores for improving welfare measures for the employees and their families This was in addition to Rs. 10 crores set apart for these purposes in the Budget for 1977-78. Works are already in progress on the basis of schemes evolved in consultation with the corporate enterprise groups at zonal levels.

PASSENGER AMENITIES

Lower class railway passengers had not received a fair deal in the past. The third class was no doubt abolished but that was only in name. There had been no substantial improvement in the travel conditions. The second class coaches continue to be as uncomfortable and as crowded as ever. It was, therefore, one of the primary aims of the Railways to improve the travel conditions. This is essentially a time-consuming matter. Yet a beginning had to be made somewhere.

All new long-distance trains to be introduced would be classless trains with better amenities and facilities for the passengers. One such new train "Gitanjali" is already running between the metropolitan cities of Calcutta and Bombay from November 4, 1977. It has become a symbol of the new direction in reducing the gap between the comforts provided in the upper and lower classes in trains. The Gitanjali is, of course, not the last word in comfort. It, however, fulfils a cherished desire of the common man in the country to enjoy comforts in our trains which are still mostly the monopoly of the affluent classes.

All the coaches of these classless trains have padded cushions on berths, seats and back-rests. Each coach has arrangement for storing drinking water. There is a lending library to help the passengers get over the tedium

(Contd. on page 7)

Tamil New Year Greetings To All Our Patrons And Well Wishers

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THUS SPAKE THE MAHATMA

The strength to kill is not essential for self-defence; one ought to have the strength to die. When a man is fully ready to die, he will not even desire to offer violence.

ASOKA SCENTED BETEL NUT POWDER

SUNDAY April 16, 1978

Free India

SHEEP IN WOLF'S GARB

WE are used to witnessing wolves donning sheep clothes but peculiarly enough, in Tamil Nadu it appears the farming community who are generally incapable of doing anything violent, have suddenly become ferrocious.

In the name of the farmers, atrocities never before perpetrated by agitators in this State are in evidence lending credence to the Chief Minister's belief that "the incidents are a result of a pre-planned conspiracy of those who are keen to upset law and order and create anarchy."

The blowing up of culverts, burning of buses, erecting walls across the highways and storming the banks to remove forcefully the jewels kept as security against loans given to the farmers are all tactics not generally indulged in by the local agriculturists.

The problems of the farmers are not peculiar to those in Tamil Nadu alone and the demands put forth now are nothing new which cannot be negoiated across the table.

The State Government had already announced some concessions like lowering the power tariff for pumpsets, putting off loan recoveries by two months, providing fertilisers and pesticides at reduced rates and promising higher procurement prices for both medium quality and coarse variety of paddy.

It is rumoured in certain quarters that in order to bring a bad name to the ruling party, these benefits awaiting the farmers have not been adequately publicised by the lower rung officials who are said to have leanings with the DMK because of fringe benefits enjoyed by them during the previous regime.

It is also alleged that certain officers indulged in harassing the farmers, especially the small tillers, in demanding the recovery of the loans given by the Government thereby creating bad blood between the farmers and the Party in power.

Although the Government has instituted a special body comprising of various groups to tour the districts to report on the problems of the farmers, this has to be done with speed and efficiency to fetch real benefit to the millions of farmers whose lot require to be bettered.

Of Men And Matters

Court Favoured The Wife

IN a husband-wife litigation before the High Court in Delhi recently, the case ended in favour of the woman because her salary was higher than that of her husband. He was asked to resign his job and go and live with her.

According to the story, the man and the woman were holding their posts in different places. When the husband wanted his wife to throw away her job so as to enable her to come and live with him, she refused. The man went to court to have the issue settled legally.

The Court, in giving its verdict in favour of the wife had laid down that there was no stipulation in the Hindu Law that a married woman was bound to live with her husband under all circumstances.

In the case under reference, the wife was enjoying a better status and she was in a position to maintain her husband and children with her own earnings and therefore it was felt that the husband's demands of ordering his wife to go to him was unreasonable.

This judgment should prove a blessing to those wives in a similar situation where they are not willing to put up with their in-laws. They can keep their jobs and their husbands and at the same time, avoid the childings of their mother-in-laws.

In a different context, a court gave a ruling that husband had no right under any law to beat his wife. So far a case had not occurred to raise the question if a wife possessed the right to lay her hands on her husband.

In the eyes of the law, equality is assured to both man and woman in India, but this does not seem to prevail in practice.

The other day, while walking home, I was horrified to see a pavement dweller kicking his wife openly on the street and pulling her hair and there were several people passing by unconcerned. They desist from going to the rescue of the unfortunate woman for two reasons. One is that the man will say it a husband-wife quarrel and nobody had any business to interfere. The other fear is that when it becomes a police case, anybody who goes to the help of the woman will be cited as a witness and they want to avoid being dragged to court.

—*DEEVEE.*

FREE INDIA Wishes All Its Readers, Advertisers And Well Wishers A Happy And Prosperous TAMIL NEW YEAR!

Banking At Stations

Branches of the nationalised banks are available at 477 stations of the Indian Railways. Station's earnings are being remitted in these banks. Proposals to extend this arrangement at another 357 stations are under consideration. Banks are also welcome to open their branches at station premises not only for handling cash collections but also for transacting other business. For opening branches at stations the Banks have to obtain a licence from the Reserve Bank of India.

Baffled

The presence of mind displayed by a clerk in the Santa Monica (California) Superior traffic division which collects traffic ticket fines, recently saved it quite a large sum. Here is how it happened: confronted by a woman with a gun who said, "I want the money," the clerk replied: "We only handle juvenile matters. Will you please go downstairs to the Municipal Court where they handle adult matters?" Baffled, the would-be bandit retreated, but did not get far before sheriff's deputies, alerted by the clerk arrested her.

Reader Writes

Higher Education Through The Mother-Tongue

IN a country, as that of ours paramount importance should be given to the question of the medium of instruction in higher education. The suggestion that it should be through the Mother-tongue may be appreciated. At first it seems a thing of immediate utility. Worthiness of language moulds the ground-work for values necessary for the medium of instruction. This point facilitates learning process. Can this be achieved so soon? The appreciation is based on emotional point of view and predominance of spirit. Problems relating to inadequacies of languages should not be ignored. Sudden tendency to act without reflection and rational approach hinders progress. Let us wait for some more time. Otherwise there will be qualitative gloom and depression.

Those who make a dispassionate study of the history of India for the last five centuries can discern realities of situation in the Country. Every state has its own language, beliefs, practices that have become habitual, attire, ideals etc. Lack of necessary growth of enlightenment that should reflect in the modern life and want of two-party system will create linguistic divisions, confusion, din and bustle. One can only hope that our enlightened citizens will see that people are not swayed by casteism, fanaticism and communalism. Political parties should see that democratic values accelerate uniformity, national integration, oneness and relations among people. Writers and eminent educationists instil and infuse true knowledge and wisdom essential for integration and unity. It is in the process of Growth.

The day will come, whne the regional languages will attain excellence. The time has not yet come to take up this thing about medium of instruction in higher education. It is perhaps pertinent to add here that we have reached that stage of rationalism, when we can think of doing what is good for the young. It is rather unfortunate that in this country, some politicians really do not have natural affection towards the young. Added to this, there are problems both big and small which often stand in the way of progress.

—*Narasinga Patnaik,*
B.A., B.Ed.,
—*Berhampur-2.*

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Health Services On Indian Railways

THE Health Department on Indian Railways provides an all comprehensive health care to railway employees, their families and some of the defined eligible dependants.

Health Services on the Indian Railways had a belated start as any expenditure on this account was considered by the then Company-owned Railways as avoidable. It was only when Railways were being constructed through difficult uninhabited areas in the later part of the nineteenth century that a few whole-time medical men of para-meds were engaged. The first railway train ran in 1853 but only in the year 1890, with the passing of Indian Railways Act, came the statutory need for looking after the injured in train accidents. To meet this need and to find out the physical disabilities and fitness of railwaymen working in safety categories, the Railways sought the part-time services of the State Medical Officers and paid them small amounts as remuneration.

HEALTH DEPARTMENT

Till the independence of the country in 1947, the Railway rules provided for only such treatment free to the railwaymen as might be available in a particular hospital/dispensary. Thus, the standards varied and generally the care was poor and the railwaymen depended for their needs mostly on non-railway institutions and doctors. After independence, provision of full and free treatment (as available within India) became a statutory responsibility. The Railways thereafter developed their own institutions, being the cheapest way of meeting the obligations.

The Indian Railways today not only possess a good and well-knit Health Department to cater to the entire health promotive, disease-preventive and curative needs of its men, but also do this work at a much lower cost than obtaining in other Ministries, who do not have their own organisation.

In the past few years, the efforts of the Health Department had been to consolidate the achievements by increasing the productivity on the one hand and by bringing about qualitative improvements in the services, on the other.

As regards qualitative improvements, certain sophisticated super-specialities have been developed which are the pride of not only the Indian Railways, but also of the country. The open heart surgery unit of the Southern Railway at Madras (Tamil Nadu) and the Orthopaedic & Reconstructive Surgery Unit at the Eastern Railway at Howrah (Calcutta, West Bengal) are acknowledged as one of the best institutions in the country in their respective fields.

NEW CELL

To bring about coordination and direction for planned development of health services, particularly after most of the privately-owned railways were nationalised and re-organised in 1952, a Cell was started in the year 1955 in the office of the Railway Board. This Cell now headed by the Director-General (Railway Health Services) has, however, functioned effectively and efficiently to coordinate the work on the Railways within its resources and even undertaken the arduous and unique work of introducing Operations Research in hospital situations (not done in any other hospital or health service in India).

There are three tiers in the health services on the Indian Railways-health unit at the lowest, sub-divisional/divisional hospitals in the middle and zonal headquarters hospitals at the highest. The hospital and health units are uniformally spread out. There will generally be no place on the Indian Railways which is more than 40-50 kms., away from its nearest Health Unit or about 80 to 100 kms., away from its nearest hospital.

Normally, the patients travel to the nearest Health Unit/Hospital and free travel facilities are provided to them for the purpose. For emergencies, treatment can be had from the nearest Hospital and the railways pay for such expenses.

Besides providing treatment to the sick, the railway health services undertake the preventive and promotive sides, Maternity and Child Health Care School Health Service (examination of over 0.15 million school children in 774 railway schools), inspection of school premises, tackling industrial health problems, undertaking lectures in first-aid, environmental sanitation, participation in all National Health Programmes of Malaria Eradication, Filaria Control, Trachoma Control, Tuberculosis Control, Leprosy Control, Family Welfare Planning, Smallpox Eradication, Mass Immunisation, etc., Prevention of food adulteration within railway premises is also the responsibility of the Health Department.

In addition, the administrative work of pre-recruitment health examination of all railway employees and in-service periodical or special examination is done by the Department.

The Department lays down the policy, conducts research and also advises the sister departments in environmental sanitation aspects. In large railway housing colonies this work is directly managed by the Health Department.

A number of voluntary organisations and trust funds like the Staff Benefit Fund, the Railway Minister's Welfare & Relief Funds, Women's Organi-

(Contd. on page 8)

Holiday Expresses

Over 1,200 'Holiday Expresses' would be run from middle of April to end of July to clear summer rush this year. This year the number and duration of intermediate stoppages for the summer specials would be kept down to the minimum to ensure the journey time within reasonable limits. During April and July the Holiday Expresses would be available twice a week on New Delhi-Madras, Nizamuddin-Bombay Central, Bombay - Varanasi, Bombay-Vascodagama, Bombay - Gandhidham, Viramgam - Jamnagar, and Howrah-New Jalpaiguri routes. Between Delhi and Jammu Tawi the specials would be run three times a week. A weekly service is scheduled to run on Howrah-Delhi-Kalka, Bombay Central-Jammu Tawi, Bombay VT - Trivandrum, Bombay VT-Madras, Bombay-Secunderabad, Howrah-Jammu Tawi, and Howrah-Barauni routes. Between Bombay and Pune and Ahmedabad and Marwar a Holiday Express would be run every day. On the Dhanbad-Varanasi route, the special service would be available on alternate days, and between Bombay Central and Ahmedabad on five days a week.

Railway Safety And Accidents

IN railway terminology, any occurrence which does or may affect the safety of the railway, viz, its engine, rolling stock, permanent way, works, passengers or railway servants or which affects the safety of others, or which does or may cause delay to trains or loss to railways is termed as an accident.

Accidents are broadly classified into three catagories in the railways namely, Train Accidents, Failure of Equipment and Miscellaneous Accidents.

Since failure of railway staff is the largest single factor responsible for accidents, Safety Organisations on the railways have been engaged in relentless campaign to create greater safety consciousness amongst the staff connected with the running of trains and to ensure that staff do not violate rules or indulge in short-cut methods.

The Psycho-technical Cell set up in early sixties has identified the ability requirements of the staff connected with train running and train passing duties through tests. As the first major step, aptitude tests conducted by the psycho-technical cell were made mandatory for direct recruitment through the Railway Service Commission. Simultaneously, a programme of introducing aptitude tests at the time of promotion/selection of in-service staff has been drawn up.

Other safety programmes in the railways are: 1. Training of Safety Counsellors in techniques of counselling to guide their efforts on productive lines, with mutual faith and confidence between Counsellors and counselling. 2) Training in test administration to Safety Counsellors for implementation of the programme of in-service testing under the guidance of the Regional Psychologist 3) Testing and counselling of drivers over 45 years of age to detect if they were prone to any deficiencies, such as sluggish reactions, caused by ageing and to guard against resultant lapses. This is a totally well oriented programme.

The railways have been gradually adding various aids and providing better signalling systems to take care of safe working and facilitate operation under diverse condition of train working. These aids include arm and light repeaters, S.M.'s control over signals, electric lighting of semaphore signals, interlocking the non-interlocked or partially interlocked stations, raising the standard or interlocking, provision of block instruments to eliminate the use of Paper Line Clear Working, provision of multiple-aspect upper guadrant/colour light signals to prewarn the drivers of the aspects of signals to be encountered, Automatic signals to enable trains to follow one another at safe and adequate distances, Route Relay Interlocking to enable all functions relating to operation of points and signals being centralised in one cabin thus eliminating the need for continuous co-ordination between many cabins, Panel Interlocking, Automatic warning system to warn the drivers both visually and audibly at an adequate distance from a stop signals and applying brakes automatically in case of the driver ignoring the warning, provision of axle counters to ensure clearance of block reception of trains on occupied lines etc.

Ranji Trophy

KARNATAKA'S SPLENDID VICTORY

By P. N. SUNDARESAN

ACCORDING to a well-informed friend of mine in Bangalore, there was good deal of good-natured banter between senior members of the Indian team on their return from Australia, and some of them threw out and accepted challenges vis-a-vis the Ranji Trophy championship knock-out matches, which were to be staged after their return home. Particularly, the Karnataka spin duo asserted they would do better than their rivals in the Indian team and, even the docile Visvanath was provoked to throw out a challenge that if he got a hundred he would make it a double century.

All the three of them, and the buccaneer Brijesh Patel touched peak form in the final against Uttar Pradesh at Mohan Nagar early this month. Uttar Pradesh, reaching the final for the first time, could neither stem the riot of runs that flowed from the bat of Visvanath and Patel, nor the crash of their batsmen against Chandrasekhar and Prasanna. So much so the home team was routed by an innings and 193 runs.

Visvanath scored a magnificent 247 with a panache and strokes that spoke eloquently of his calibre as a stroke-player. However, the important point about his tenure at the crease of 398 minutes was his unwavering concentration, which must have stemmed from the fact of the challenge that he had taken up earlier. His range of strokes was as wide as it was exciting. He hit twenty-nine 4s.

The innings was also Visvanath's gift to his newly wedded wife-he was married only a week earlier – the sister of Sunil Gavaskar. Did the little master, as Visvanath is generally known, wanted to show to his wife that he was one better than her illustrious brother? May be, may be not. But the knock should have further cemented the relationship between the in-laws, two of the greatest artists with the bat that the country has produced.

Patel hit up a sparkling century in keeping with his bent of mind and added 220 runs for the third wicket with Visvanath.

As Prasanna piloted Karnataka to their as well as his own second triumph in the championship final with his own guileful bowling as well as his clever captaincy, it was Chandrasekhar that demolished the Uttar Pradesh batting with a match haul of 12 for 81, six wickets in each innings. Batsmen greater than anyone in the home team have found Chandrasekhar a most difficult proposition on a responsive wicket such as he found in this match and, none of them had the technique or temperament to deal with his versatile skill. Nor did Prasanna applying pressure from the other end give them any respite. Between the two, bagged 18 wickets, the off-spinner getting three in each innings. Not the least important of the factors that went inro Karnataka's victory was Kirmani's support to the bowlers with his brilliant wicket-keeping It was really pressure for the. Uttar Pradesh batsmen from the front and behind.

In their hour of defeat, Uttar Pradesh threw out one player, who should assume a leading role in the future of our cricket. Rajinder Singh Hans bowled with singular persistance and skill throughout the Karnataka innings and returned the splendid figures of nine wickets (55. 4-10-152-9) to join a select band of bowlers, who had bagged nine wickets in the championship's history. Hans, who has fashioned himself on Bishen Singh Bedi as a left arm spinner finished the season, his second in the competition, with a bag of 52 wickets. He has really served notice to Bedi, so to say!

Momentous Moments

"I PLAYED for Delhi against Gilligan's team and perhaps because I scored a few runs against Tate, I was "in" on an after match discussion which was to prove an historic moment in Indian sport. In the Roshanara Club house we gathered... the Maharaja of Patiala, Sri Bhupindra Singh, who might truly be called the Father of Indian Sport, R. E. Grant Govan, the leading British industrialist of Delhi, and the President of the Club, Arthur Gilligan and myself.

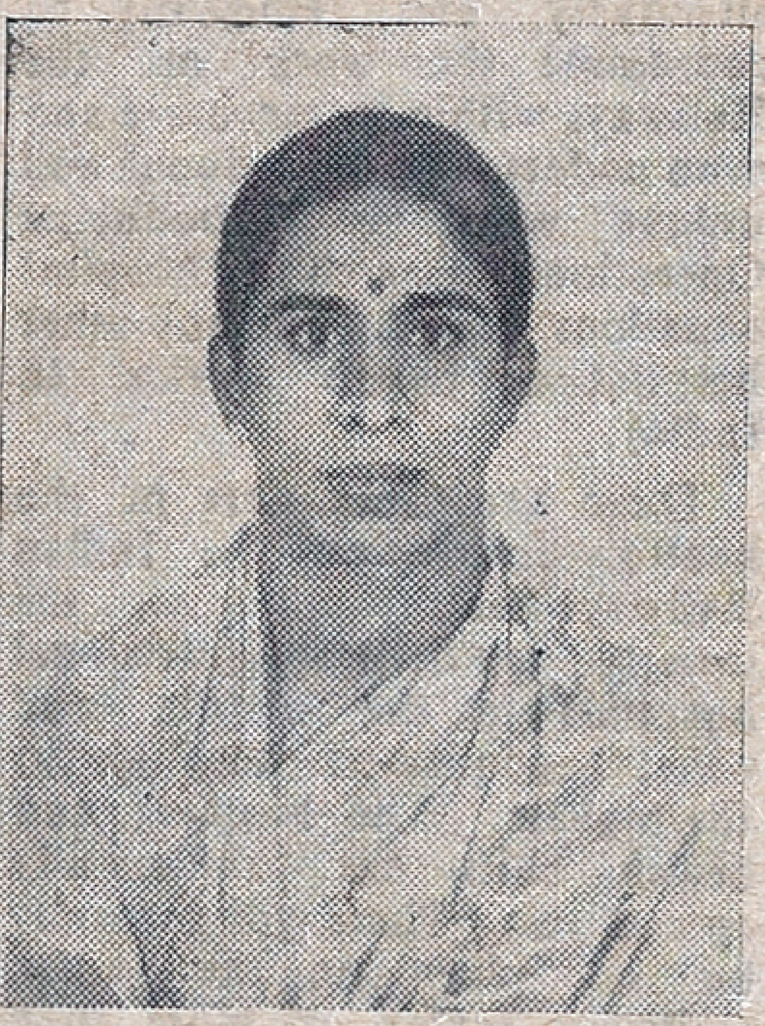
"Alas! No chronicler was present to note down the details of this momentous conversation. But what finally emerged was that all present were strongly in favour of the formation of a Board of Cricket Control in India. Not the least keen on the idea was Gilligan, and his enthusiasm was of the greatest encouragement to us.......The administrative problems of forming a Board in so large and diverse a country as India were not small. ......But ultimately the problems were overcome and, in 1928, Grant Govan and myself officially formed the Board of Control for Cricket in India"

—*A. S. De Mello in "Portrait of Indian Sport".*

First Tamil Nadu Woman To Win Arjuna Award

ONLY a few women have donned India's colours aborad. Among them is V. Anusuyabai, star athlete from Southern Railway, Madras, who brought laurels for the country in the last Asian athletics meet at Seoul in 1975. The Government has honoured her with the Arjuna award this year. She is the first woman from Tamil Nadu to get the award.

"Annu" as she is affectionately called by her team-mates, rose



ANUSUYA BAI

to great heights in athletics in about four years. A former student of Governmet Arts College, North Madras, Anusuyabai was the star of the inter-collegiate and University meets in Madras. Encouraged by an enthusiastic Physical Directress, Mrs J.C. Paul Raj, she was able to take part in all the meets held in Tamil Nadu in the beginning of the seventies. She became the cynosure of all eyes when she chased some top sprinters bare footed in the Inter University meet at Jaipur in 1971.

She joined the Southern Railway, Madras, and has been their mainstay in the Inter-Railway meets. Trained and coached by Mrs. Beulah Moses, an all NIS coach attached to the Madras District Sports Council and currently General Secretary of the Tamil Nadu Sports Council, Anusuya, who started her career as a shotput and discus thrower, became a good sprinter. Speed and stamina are god given gifts for this hard-working athlete which helped her hit the headlines at Seoul. In the next meet at Sebu City (in the Phillipines) she clocked 12.1 secs for 100 metres and earned the title of India's "Sprint queen".

Anusuyabai, who visited Sri Lanka for the duel meet in 1974, had taken part in the Asian Games at Teheran in 1974, and also in the the invitation meet in Pakistan in 1976 when she struck four golds.

A Science graduate of Madras University Anusuyabai, who works in the headquarters office of the Southern Railway, Madras, was the only woman athlete to represent India in the world University Games held at Dus eldrof in 1977 representing Asian squad. She holds two national records-discus (45.96 metres) and 100m (12 secs). She had won the Railway Minister's award in 1974.

FUN AND LAUGHTER

SIMPLE SCIENCE

In science period, the master was showing the class how steam was generated.

"What have I in my hand?" he asked.

"A tin can, sir," was the general response.

"Is it an animate or inanimate object?"

"Inanimate, sir!"

"Good," he said, pleased. "Now can anyone tell me how it is possible to make this inanimate can generate a surprising amount of speed and power?"

That floored the puzzled class till one bright spark exclaimed: "Tie it to an ass's tail, sir".

x x x

"The first time I lectured it was a great ordeal".

For your audience?

x x x

GREEN?

Tom: "Darling! you are an oasis in the desert".

Clara: "No, I'm not so green as all that".

MAP, SIR!

With a grinding of brakes the London bus rolled up. But not before it had knocked down the old gentleman.

Willing hands carried the victim to the pavement. After treatment from a policeman, the old man sat up and looked around him.

"Where am I?" he asked, still dazed.

"Ere y'are guv'nor!" said a smart hawker in the crowd. "Map o'London, one penny".

x x x

When William Wright, a Philadelphia restaurant-worker died, he left his savings of £200 to his employer. "I always enjoyed working for him," he said in his will.

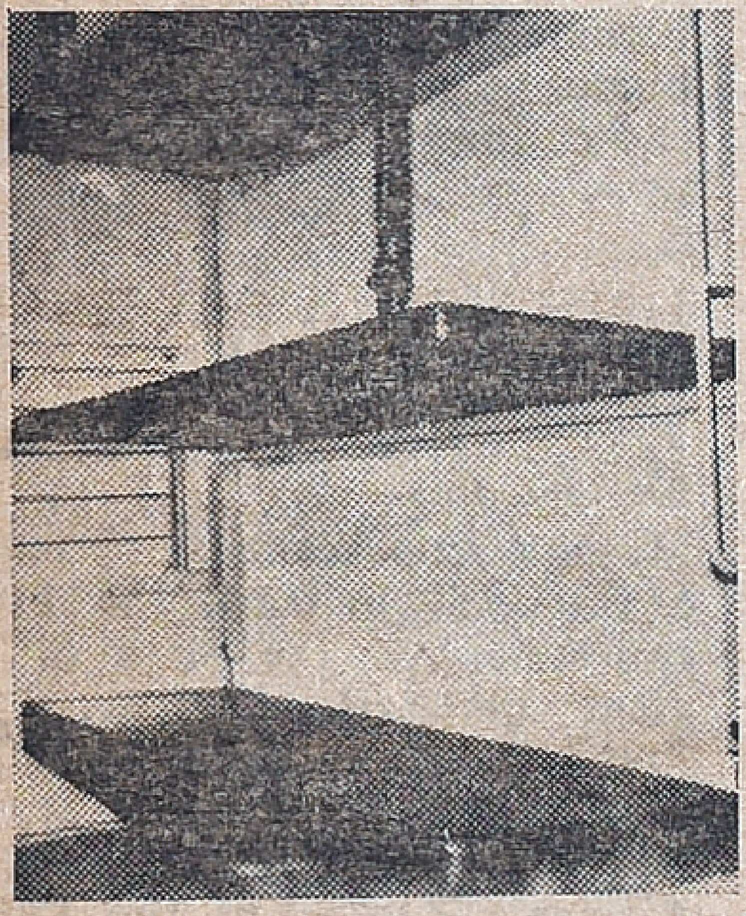
And his boss, presumably, is satisfied that he had the (W) right man in the (W) right job.

New Deal For Lower Class Passengers

By SHRI SHEO NARAIN, Minister of State for Railways

RAILWAYS are a vast and relatively cheap mode of transport for the Indian masses. Our Railways criss-cross over 61,000 route Kms., on which 11,000 trains run every day touching about 7,000 stations and carrying eight million passengers and over 6 lakh tonnes of goods every day. Most of the people travelling in these trains are of moderate resources and, therefore, travel by the lower class.

Traditionally the bias has been for the upper classes so far as comforts and amenities are concerned. But when the new Janata Government came into power last March, it decided to relieve the lower class passengers who had long suffered the lack of convenience and comforts to the extent possible. Whenever the question of priority comes up now, the needs and requirements of the poorer masses are given precedence over the claims of the affluent classes. A policy decision has been made that all new long-distance trains to be introduced in the coming years shall be single class Janata trains with padded cushions at berths seats and back-rests and also with additional amenities.



Picture shows a cushioned berth in a second class coach.

On November 4 last, the first classless long-distance train was introduced to run between the metropolitan cities of Bombay and Calcutta. The Gitanjali Express, as the train is called, has become a symbol of the new direction given and all coaches of this train have padded cushions on berths, seats and back-rests. Each coach has arrangement for storing drinking water, has more fans and toilets. There is a lending library for passengers to relax and get over the tedium of long journey.

About 100 more cushioned second class sleeper coaches are being manufactured this year and will be provided in five additional train services. About 400 such coaches will be manufactured next year to be put on several fast express trains. Besides, cushioned berths, seats and back-rests, additional amenities are being provided in these coaches, some of which are : provision of tinted window glass to prevent glare, additional racks for keeping meal-trays in hygienic condition, space for keeping potable drinking water containers and provision for supply of linen and bedding to passengers on demand.

Besides these, a prototype second class 3-tier sleeper coach, slightly longer than the present one, with 6 toilets instead of 4, more fans and better water supply arrangements, is being manufactured at the Integral Coach Factory at Madras. These coaches would be used on future trains.

In furtherance of this concept of Janata trains and in order to provide additional accommodation to meet the requirements of the masses, it has been decided that first class air-conditioned accomodation will be progressively phased out. This will also be in keeping with the recommendations of the Public Accounts Committee of Parliament. Due stress is now being laid on proper maintenance and cleanliness of passenger coaches.

Basic amenities are being introduced and increased at all stations of the Indian Railways, including flag stations. These amenities include drinking water facilities, toilets, waiting halls, platform and benches for which provision has been made.

Additional amenities such as improvement of water supply, provision of platform shelters, extension to waiting halls, provision of waiting rooms, sanitation of latrines, and raising the level of platforms are being provided on a programmed basis. The relative priorities for these works at various stations on the Zonal Railways are fixed in consultation with the Railway Users Amenities Committees with which public opinion is associated and are executed in accordance with the availability of funds.

We have also taken steps to curb corruption in reservation and streamline the procedures. We are now posting ladies as Reservation/Booking Clerks, and Supervisors in the major booking offices, starting with the metropolitan cities, with a view to root out malpractices in booking and reservation offices.

From April 1, we have started supplying 'Janata Khana' for Re. 1/- per packet from the Mobile Catering Cars of all important long-distance trains. Three varieties of food packets are being sold on trains to suit the tastes of people from different parts of the country. This is in addition to the normal catering arrangements already existing on trains and at stations.

Altogether, therefore, the picture that emerges is that the Railways are marching forward each day towards providing as much of comfort and amenities as possible, more particularly to the lower class passengers. A lot has already been achieved but much more is on the programme.

OOTACAMUND RACES 1978

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FIXTURES

April 1978	Friday 14th April 1978 (Tamil New Year's Day)
	Sunday 16th April 1978
	Saturday 22nd April 1978
	Sunday 23rd April 1978 (Nilgiris Fillies Trial)
	Saturday 29th April 1978
	Sunday 30th April 1978 (Nilgiris Colts Trial)
May 1978	Saturday 6th May 1978
	Sunday 7th May 1978
	Saturday 13th May 1978
	Sunday 14th May 1978 (Nilgiris Derby)
	Saturday 20th May 1978
	Sunday 21st May 1978 (Nilgiris Gold Cup)
	Saturday 27th May 1978
	Sunday 28th May 1978
June 1978	Saturday 3rd June 1978
	Sunday 4th June 1978
	Saturday 10th June 1978
	Sunday 11th June 1978

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Morning Racing On All Days

Intervenue Betting At :

Madras Race Course

For The Week 16th April To 22nd April 1978

MESHA (ARIES)
Aswini Bharani
Krittika 1/4

THIS week opens with a favourable trend. You will be able to complete some of the long pending works. You can expect much encouragement from your business associates. Property matters should be handled properly to avoid complications. Family members will be cooperative. Finance is fairly satisfactory. Short journeys are indicated. Favourable days: 17th & 18th.

SIMHA (LEO)
Maka Purva Palguni
Uttara Palguni 1/4

THIS week shows mixed results. You will get an opportunity to develop new lines. But you should be cautious in dealing with strangers. Partnership matters should be handled properly to avoid misunderstandings. Financial position will improve. Avoid long distance journeys. Health will improve. Family members will be cooperative. Favourable days: 21st & 22nd.

VRISHABA (TAURUS)
Krittika 3/4 Rohini
Mrigashirsha 1/2

THIS week will be progressive. You should try to improve your position by starting new ventures. Financial position will improve. Minor speculative gains are also indicated. Domestic scene will be normal. Matters relating to children could be finalised favourably. Health will be well maintained. Favourable days: 18th & 19th.

KANYA (VIRGO)
Uttara Palguni 3/4 Hastha
Chitra 1/2

THIS week shows ordinary results. You should wait for some more time to implement your plans. Financial position will improve. But avoid speculative investments for some more time. Domestic responsibilities will increase. But you can expect the cooperation of family members. Short journeys are indicated. Health will be well maintained. Favourable days: 19th & 20th.

MITHUNA (GEMINI)
Mrigashirsha 1/2 Arudra
Punarvasu 3/4

THIS week shows favourable trends. You will be able to complete some of the long pending works. Financial position will improve. Minor speculative gains are also indicated. You should continue your efforts. You will be able to reap the benefits in a couple of weeks. Family matters require attention. Keep an eye on youngsters. Health will be well maintained. Short distance journeys are indicated. Favourable days: 20th & 21st.

THULA (LIBRA)
Chitra 1/2 Swathi
Visakha 3/4

MOST of the week will be favourable. You should try to make best use of this opportunity to improve your position. You can expect much help and encouragement from your superiors. Finance is fairly satisfactory. Minor speculative gains are also indicated. Domestic happiness is assured. You may have to undertake a journey shortly. Favourable days: 17th & 18th.

DHANUS (SAGITTARIUS)
Mula Purva Ashadha
Uttara Ashadha 1/4

THIS week's trend will be encouraging. You will be able to find additional sources of income. Property matters should be handled properly to avoid complications. Domestic atmosphere will be pleasant. Matters relating to children could be finalised favourably. Social activities will be encouraging. Health will be well maintained. Short journeys are indicated. Favourable days: 18th & 19th.

KUMBHA (AQUARIUS)
Dhanishta 1/2 Sathabhishag
Purva Badrapada 3/4

THE whole week could be satisfactory. You will be able to reap the benefits for the efforts you were making for the last few weeks. Financial position will not be satisfactory. You should try to curb unnecessary expenses. Domestic atmosphere will be mixed. Matters relating to children require attention. Short distance journeys are indicated. Health will improve. Favourable days: 20th & 21st.

KATAKA (CANCER)
Punarvasu 1/4 Pushya
Ashlesha

THIS week shows mixed results. You will be able to start new ventures. But you can not expect quick results. Finance is fairly satisfactory. You can expect help from business partners. Domestic atmosphere will be cloudy. You should avoid friction with elders. Also avoid long distance journeys unless necessary. Favourable days: 18th & 19th.

VRISCHIKA (SCORPIO)
Vishakha 1/4 Anuradha
Jyeshtha

THE first part of the week will be favourable than the second half. You should not take up additional responsibilities for some more time. No major change in office. But avoid friction with associates. Financial position will be satisfactory. Avoid speculative investments. Health requires attention. Avoid long distance journeys. Favourable days: 20th & 21st.

MAKARA (CAPRICORNUS)
Uttara Ashadha 3/4
Shravana Dhanistha 1/2

THIS week shows mixed results. Though progressive trends are indicated, you should avoid friction with associates. Finance is fairly satisfactory. But avoid speculative investments for some more time. Health requires attention. Partnership matters should be handled properly to avoid complications. Avoid long distance journeys. Favourable days: 19th & 20th.

MEENA (PISCES)
Purva Badrapada 1/4
Uttara Badrapada Revati

THIS week shows progressive trends. Though there will be increase in income, out goings will be heavy. You should be cautious in dealing with strangers. Domestic responsibilities will increase. But you can expect the cooperation of your family members. Property matters should be handled properly to avoid complications. Change of place is indicated for some. Favourable days: 21st & 22nd.

Muscovite's Diary

IVAN IVANOV

CONQUERING THE DESERT

RECENTLY, when I went to Alma-Atha, I felt that summer is approching. The Central Asian weather has reminded me of climate in tropical countries, a few of which I happened to visit. During summer many countries used to suffer due to inadequacy of water supply. Especially in desert areas it is a big problem. For example much of Soviet Central Asia and Kazakhstan is desert, and the main work in which we engage is the search for accessible and cheap sources of water.

Contrary to popular belief, no desert is absolutely waterless.

For centuries people in central Asia have made takyrs—is, open pans lined with clay-to collect any raindrops that fall. Later they built brick and concrete reservoirs.

What we are now doing is creating underground reservoirs whose "bottom" is salty subsoil waters.

A takyr of this type covering a square mile would provide some ten million gallons of water enough to water over 20,000 sheep a year.

We have found that the deserts of central Asia have enormous quantities of sub-surface water which can be used for irrigation.

This water contains many minerals, which makes it possible to grow many fodder crops, particularly sorghum.

Our institute is also tackling methods of using salt water from the Caspian Sea for irrigation.

There are desalting installations along the Caspian coast, but these are expensi.e to run.

We are experimenting with new techniques, including the use of windpower and solar energy.

One belief we have disproved is that nothing of any importance will g ow on sand.

Our institute has an experimental field with a sprinkler installation which grows heavier crops of sorghum, maize and plants of the gourd family than some fields with fertile soil.

And after such crops have been grown for a few years, the sands become firm and acquire sufficient humus to grow vegetables, grapes and cotton.

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110TH BIRTH ANNIVERSARY OF MAXIM GORKY

RECENTLY a celebration meeting was held at the Moscow Art Academic Theatre of the USSR to mark the 110th anniversary of the birth of the great proletarian writer, the founder of socialist realism Maxim Gorky. Present at the meeting were Pyotr Demichev, Alternate Member of the Politi-

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From page 1

A NEW ORIENTATION

of a long journey. Some of these facilities are not available even for the first class passengers on other trains. And then, these first class comforts are provided on only second class fare. About 400 such coaches will be manufactured this year to be put on several fast express trains.

DOUBLE DECKERS

There are several sections on the Indian Railways, particularly the suburban sections which are heavily congested and over-crowded. To relieve this overcrowding, the Railways have decided to put double-deckers on service on such sections. A broad gauge double decker second class coach with seating capacity for 148 passengers, as against the existing 90, was put on trial on Madras-Jolarpettai section of the Southern Railway.

It has been received favourably by the travelling public. Twelve more such coaches have been built by the Intergal Coach Factory and these will be pressed into service on Bombay-Pune section in April, 1978.

Simultaneously, stress is being laid on proper maintenance and cleanliness of passengers coaches. At all stations on the Indian Railways, including flag stations, basic passenger amenities-such as drinking water, latrines, waiting halls, platforms, benches etc., have already been provided.

Indian Railways

- The first Railway train had its maiden run in the year 1853 in India.
- Indian Railway system is the fourth largest rail network in the world.
- It is the second largest network under a single management.
- It extends over 63,632 route kilometres and 1,02,803 track kilometres.
- It employs over 17 lakh persons in its various branches.
- It has on track 11,010 locomotives, 36,700 passenger coaches and 3,97,700 goods wagons.
- It serves the public through 7,083 stations scattered all over the country.

NEW LINES

Twenty-three new railway lines and restoration schemes, which still require about Rs. 204 crores for their completion, are in hand in the current financial year.

On account of service limitations on resources, it has been my endeavour to concentrate on some of the schemes with a view to completing them instead of spreading the outlay thinly on a wide network of projects. The same policy will be continued in the next financial year also and it will be possible to complete another four projects next year. Even in cases where funds cannot be provided for completing the entire project, we are planning to take up the work in suitable phases so that sections of projects can be commissioned and become productive progressively as more funds become available.

The Government is keen to take up construction of more and more new railway lines, especially in the backward areas. I am exploring all avenues of mobilising more resources for this purpose in consultation with the Planning Commission and the Ministry of Finance so that construction of more new railway lines may be taken up. The Government is trying to evolve a long term policy in this regard.

The North Eastern Coucil has proposed construction of a few short railway lines to serve the sensitive member States. These proposals are being examined by a Committee set up by the Planning Commission and decision about them will be taken shortly.

FAIR DEAL FOR ALL

It is necessary to stamp out nepotism and corruption right from the top down to the lower formations to make the railway organisation function efficiently. We have already set about this task in right earnest. There have been a number of cases of ad hoc appointments and promotions which have created discontent among the employees in general. All such appointments in Class III are referred to the Railway Service Commissions, and only those people who make the grade will be retained. Similarly, the ad hoc employees in Class IV are being screened by special Committees. Orders have also been issued to abolish the Minister's quota for appointment under 'Sports' and 'Cultural' categories which left a great scope for nepotism and favouritism.

A number of committees had, in the past, been set up on the Railways, with official and non-official members. In order to cut down uncalled for expenditure and eliminate duplication of work, I ordered abolition of a number of such committees. As per the directive of the Home Ministry, the Hindi Implementation Committees on the Railways now consist of only official members, thus eliminating over 600 non official members who were enjoying the facilities of passes, TA/DA, etc.

An expert committee has been set up to study the present freight and fare structure of the Indian Railways and make suitable recommendations—both for its rationalisation and for making the Railways financially viable. The Committee is headed by Dr. H.K. Paranjape, an eminent economist, and has already started functioning.

RESTRUCTURED RAILWAY BOARD

In my budget speech last year, I had stated that the Railway Board would be restructed to bring about a closely knit and compact corporate management at the apex level, to ensure effective and efficient functioning of the Railways to the satisfaction of the various user interests. This has already been implemented.

As compared to the original five regular Members and eight Additional Members, the Board has now only five Members, assisted by three Advisers who do not form part of the Board.

More important than the leaner look of the Railway Board is the implementation of the decision to shed much of its powers. Accordingly, more powers have been delegated to the General Managers so that the decision-making process may be expedited. A further exercise has been taken up to work out the details of devolution of powers from the General Managers to the Divisional Superintendents. This process is expected to be completed within the next two months.

To make the Railways more service-oriented, the system of settlement of claims on the Railways has also been streamlined. More powers have been delegated to officers in the zonal railways to enable them to settle speedily all claims. The claims are now normally disposed of within six weeks.

PREVENTION OF ACCIDENTS

While everything was going on very well and all the important programmes set out for better railway services were being implemented, we had an unfortunate patch of accidents, particularly during October-December last year, including three major accidents which resulted in several deaths.

The Railways had, therefore, to gear up to meet this challenge and all concerned addressed themselves to ensuring safety on the Railways and restoring the confidence of the travelling public. A nation-wide safety drive was launched from October 24, 1977. Patrolling has been intensified and 11,000 Rakshaks of the Railway Protection Force and 14,000 gangmen have been put on patrol duty. Government are spending about Rs. one lakh a day on patrolling arrangements. The Village Volunteer force in different states is also being utilised for patrolling the track. Further, monsoon patrolling has been extended to almost throughout the year. As a result of these measures, sabotage activities were perceptibly contained and from December 23 last there has been no accident due to sabotage.

I must, however, emphasise that the people in general must regard the safety of railway property and track spread over the length and breadth of the country every inch of which cannot be physically kept under constant vigil by the Railway staff or the State Government authorities—as the responsibility of each citizen and they must come forward with their cooperation in putting down the anti-social elements engaged in sabotage.

Along with these measures inspections and surprise checks have been intensified and maintenance and repair of track and rolling stock is receiving high priority. Modern signalling and automatic warning systems are being progressively increased. Track circuiting which, in simple words, is a means of detecting whether a particular track on a railway station is occupied at a given point of time, has been completed at 870 stations out of the 1300 stations on trunk routes. More are getting this facility and all the remaining stations would be covered by 1981.

Another important device being increasingly adopted is the long and short welding of rails which eliminates the need for fishplates. Saboteurs, as is commonly known, generally tamper with fishplates to cause accidents.

It has also been decided that all the unmanned level crossings which are potential hazards to safety will be converted into manned level crossings in a phased manner entirely at the cost of the Railways. At present, the initial expenditure is borne by the State Government concerned and the recurring expenditure by the Railways.

I announced some steps which would curb corruption in reservation. As part of the drive to root out malpractice in booking and reservation offices, I have decided that as a matter of general policy only women would be employed as reservation and booking clerks and supervisors in the major booking offices starting with the metropolitan cities. I have also proposed computerisation of passenger reservations in the four metropolitan cities to streamline the mammoth and complex operation involved in the matter of reservation in trains and to eliminate malpractices.

In my reply to Budget debate I announced that the constitutional provisions in respect of reservation of posts for Scheduled Castes and Scheduled Tribes would be strictly adhered to on the Railways. I hold the view that preferential opportunites for these weaker sections should be continued to remove the social lag of centuries created by stratified caste society.

The Railways will be ending up the current year with a surplus of Rs. 89 crores. For the next year the anticipations are a surplus of 65 crores of rupees. I

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Tamil New Year Greetings To All our patrons and well wishers

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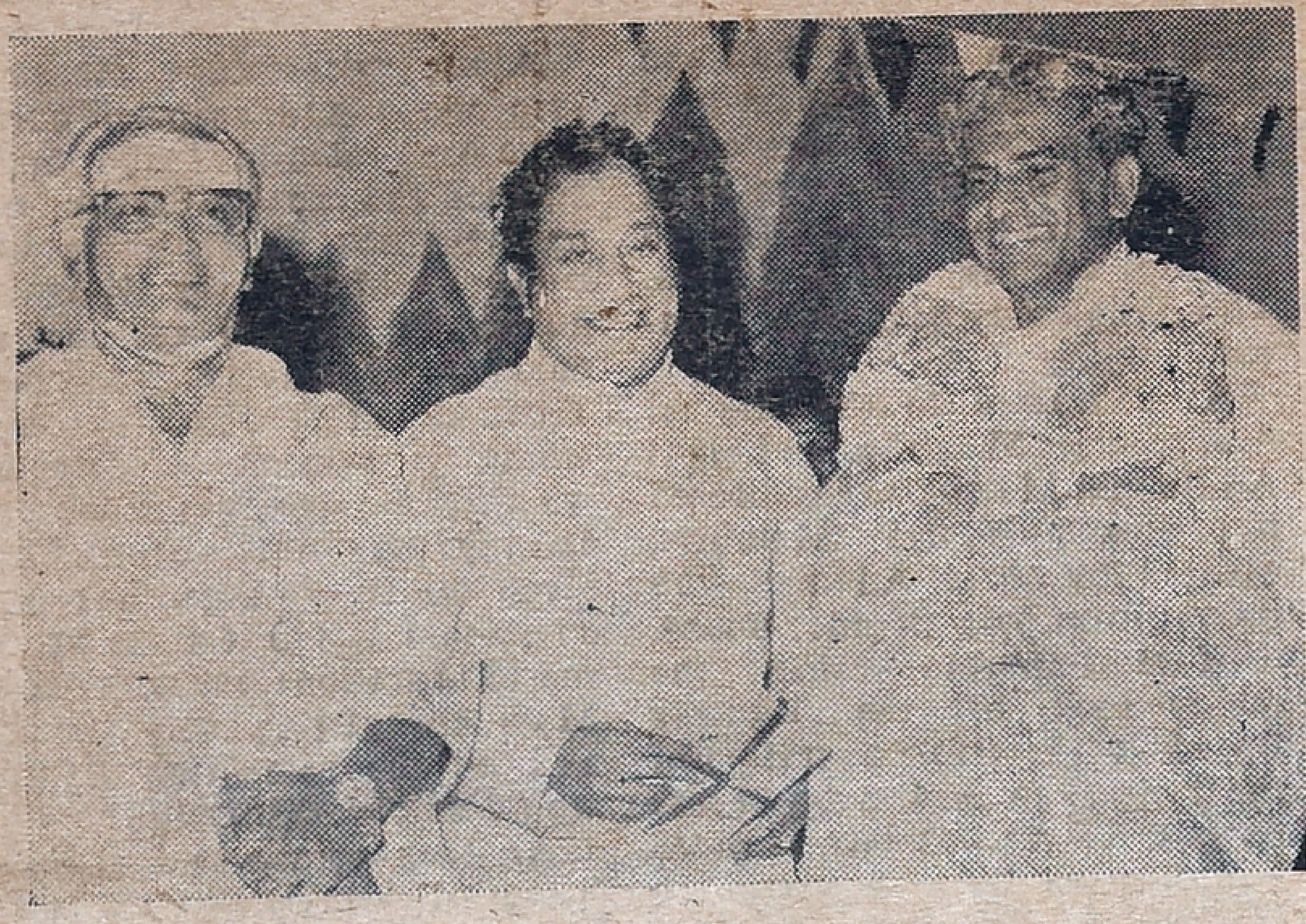

Sandow M. M. A. Chinnappa Devar, Sivaji Ganesan and 'Film News' Anandan.

New Film Directory Released

"IT is a book that should be possessed by and read by every one in the film industry as also others" said Sivaji Ganesan presenting a copy of THIRAI-KKALAI THOGUPPU, a film directory in Tamil, compiled and written by Film News Anandan, to Sandow M. M. A. Chinnappa Devar to mark the release of the book at a gala function got up on April 7 at Punjab Association Auditorium, Madras. Journalist "Mathi oli" Shanmugam presided.

The high qualities of Anandan and the services rendered by him to the film industry were appreciated by speakers on the occasion who included actors Sivakumar and Jai Shankar, actresses Vijayakumari, Jaya, Chandrakantha and Lakshmisri, directors A. C. Tirulokchander, V. Srinivasan and SP. Muthuraman, Film Producers Guild President AVM Saravanan, South Indian Film Chamber of Commerce's secretary Krishnamurthy, Anand Theatre proprietor G. Umapathy, film producer Chinna Annamalai, Journalists Dhina Thanthi Adhiveera Pandian, Malai Murasu Selva Ganesan, and Kavignar Surada, and Aries Advertsing Vasu (K. Vasudevan).

Replying suitably Film News Anandan thanked all those who helped him in his venture. Navasakthi M.N. Raghavan proposed a vote of thanks and film play-back artiste M. R. Vijaya rendered the National Anthem to conclude the function.

The book THIRAIKKALAI THOGUPPU is a very comprehensive directory. Its has been divided into 55 sections, each one dealing with a topic like actors, actresses, studios, laboratories etc. It gives complete addresses of all persons connected with film industry in South India. Anandan has collected complete particulars of all the films produced in South India since 1931–when the first talkie KALIDAS was produced and released. In short it is a very useful book for all people in the film industry and for those who wish to know about the industry. The contents of the directory reveal the enormous labour and effort apart from expenses involved in producing it. Priced at Rs. 15/- per copy the book can be had from: Sivagami Publications, 81, Peters Road, Madras - 600 014.

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have always held that the prosperity of the Railways should be shared by those working for it as well as those using the railways That is why I have provided some relief to second class passengers in my Budget this year. Surcharge on super fast expess has been reduced from Rs. 1.50 to Rupee one. Sleeper charges for second class passengers will be now Rs. 5 irrespective of the nights involved in the journey. Hill concessions will be available throughout the year. Some concessions have also been allowed to teachers, students and journalists.

This account, essentially concise, in the context of the vast operations of the Indian Railways, would bring out the policy initiatives and decisions taken by the Railways, as also the vigorous follow up action for their implementation and the forward movement that has been achieved. A lot more has to be done and the coming months should unfold a more fascinating and interesting success story. Ours is a modest and sincere effort to give utterance to this suppressed voice.

Parvees Pictures' Maiden Venture

THE maiden venture of Parvees Pictures began with the shooting recently at Vauhini Studios of the Tamil film entitled: RASIKAN starring newcomer Jayvee and Latha in the lead. The story of the film is based on the stageplay "Avalaisutri".

Included in the cast of the film are Srikanth, Madhumathi, Suruliraian, V. K. Ramaswami, Major Sundararajan, Manorama, Subbiah, Satishkumar and others.

Directed by Krishnan-Panju, the camera is handled by S. Maruthi Rao. Jayvee has written the story and dialogue of the film with the screenplay scripted by P. C. Ganesan. The lyrics of Ponnadiyar are tuned to music by V. Kumar.

At a get-together at New Woodlands Hotel, new-face Jayvee was introduced to the Press by director Panju. Speaking on the occasion, he said that Jayvee makes his debut into films on his own right as an adept actor on the stage even from his college days. He was sure Jayvee will make a favourable impression with the cine-going public even from his first appearance on the screen.

Veteran actor A.V.M. Rajan in associating himself with the felicitation of the new-comer said that he hoped Jayvee's acting talents would gain currency with the filmgoers from August 15 this year when the film is expected to be released.

Journalist "Mathioli" Shanmugham speaking on behalf the cine reporters, made a plea that film producers who normally avail of the opportunity of getting free publicity for the new ventures with new faces from journals should hereafter at least make genuine efforts to release advertisements to the small newspapers along with their press releases so as to enable the small papers to thrive financially This view was endorsed by director Panju. Others who spoke on the occasion included Lyric writer Ponnadiyar and Screenplay writer P. C. Ganesan.

Replying suitably to the felicitations, Jayvee said that what had prompted him to take a plunge into films was his great self-confidence born out of the knowledge that he is a good actor. He has written plays and has acted on the stage with great success. This he felt should take him far on the screen too.

New Film Banner

Cine actor A. V. M. Rajan announced the starting of a new film production unit under the banner of VIBGYOR whose first film will commence shooting from May 1. The film which is expected to be a quicky will have in the lead Jayvee and Latha. The cast will also include A.V.M. Rajan and his actress wife, Pushpalatha and Thengai Srinivasan. S. Maruthi Rao will photograph the film and music will be scored by V. Kumar. The rest of the credits are to be finalised soon.

From page 3

sation, Scouts and Guides, St. John Ambulance Brigade and Association of India etc., come to the relief of the sick and thus help the Department.

LARGE UNIT

Railways have one of the largest units in the country of St. John Ambulance Brigade and Association of India having under its rolls more than 7,000 men and officers. They are trained in rendering first–aid and transporting the injured in cases of accidents and national calamities. Railways provide some subsidy for uniform etc., to the volunteers who join this organisation.

Railways maintain a very well knit organisation for attending on train accidents. An elaborate accident relief equipment Class "A' in a large bogie van, fit to run at a high speed is located suitably (roughly 150 kms., away from each other) on an isolated loop track, so that it can move out without shunting, on receipt of news of an accident. Besides this, there is a smaller equipment called accident relief equipment scale 'C' kept in boxes in between these stations, which is moved out on any available vehicle, rail or road to the site of the accident.

Guards carry first–aid box to be able to attend to minor injuries. Certain categories of staff on Railways who come in contact with public and are likely to be available when accidents occur have, of necessity under rules to pass first-aid examinations and to continue to maintain their proficiency by re-examination conducted by the St. John Ambulance Association of India. The training is given by the railway doctors on the course prescribed uniformaly for the country. On an average, we train 25,000 men every year in the first aid and have thrice that number of qualified First Aiders at all times in service.

As a measure of grace and goodwill, Railway's Health Department undertake to provide only the minimum care that may be necessary to a person who suddenly takes ill during journey.

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cal Bureau of the CPSU Central Committee, Minister of Culture. of the USSR, leaders of intellectual unions, prominent workers in literature and art, representatives of the public.

Speaking at the meeting Vadim Kozhevnikov, Secretary of the Writers' Union of the USSR, said that the writer's famous words about man, his lofty mission, which were prophetically uttered early this century, have never been so convincing as now. Gorky's work has become the beginning of a new artistic era, signified the emergence of a new art which we now call the art of socialist realism, he said.

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